

Print Form



City of Rockville

**Comprehensive Transportation Review
SCOPING INTAKE FORM**

Project Name:	Irvington Centre at King Farm; Parcels F-5 and F-6 Townhouse Development			
Permit No. (if available):				
Subject Property Address:	900 and 901 King Farm Boulevard, Rockville			
Contact Person:	Tim McDonald			
Contact Phone Number:	(703) 847-5270			
Contact Email Address:	tmcdonald@penrosegroupp.com			
Proposed Land Use Density:	Use	Square Footage/ Dwelling Units		
	Townhouse Development	129 units		
Trip Generation	Peak Hour Site Trips			
	<i>Peak Period</i>	IN	OUT	TOTAL
	AM			
	PM			
	SAT			
Proposed Study Area (Boundaries and Intersections)				
Proposed Access Points:				
Projected Horizon (Build Out) Date:				
Statement of Operations				

*The properties satisfy all of the City's adequate public facilities requirements pursuant to King Farm's August 7, 1995 Annexation Agreement and Concept Plan Application CPD95-0002, approved by Resolution No. 10-96. However, for informational purposes, attached is an analysis prepared by Wells & Associates that compares the trip generation for the previously approved office use for the subject properties to the trip generation for a 144-unit townhouse development.



WELLS + ASSOCIATES

MEMORANDUM

TO: Tim McDonald
King Farm Associates, LLC

FROM: Chris L. Kabatt, P.E.
Kevin A. Berger

DATE: August 30, 2013

SUBJECT: **Irvington Centre**
Transportation Statement;
City of Rockville, Maryland

Introduction

This memorandum summarizes a trip generation and parking comparison of the proposed townhouses and equivalently-sized commercial uses known as Irvington Centre in the City of Rockville, Maryland.

The site of Irvington Centre is located to the east of Interstate 270 and west of Piccard Drive, near the intersection with King Farm Boulevard. Sections F-5 and F-6 of King Farm, known as Irvington Center, were previously approved for office and restaurant uses. F-5 (CPD2005-002AK) is approved for 352,565 square feet of commercial space including office and restaurant uses. F-6 (CPD2007-002AM) is approved for 262,717 square feet of commercial space including office and restaurant uses. Thus, a combined total of 615,282 square feet for commercial use is approved.

The applicant, King Farm Associates, proposes to change the development program to include 144 townhomes with an average size of 2,400 square feet per townhome. As agreed with staff, the amount of approved office space would be reduced on a 1 square foot to 1 square foot basis, or 345,600 square feet ($144 \times 2,400 = 345,600$).

Trip Generation Analysis

A trip generation estimate comparing two development programs was performed using standardized rates and/or equations as recommended in the LATR/TPAR Guidelines from the Maryland-National Capital Park and Planning Commission (MNCPPC) and Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition. The proposed program would include 144 townhome units with an average size of 2,400 square feet, and a trip generation comparison is made with the equivalent amount of office space, which would be 345,600 square feet. The results of these calculations are presented in Table 1.

As shown in Table 1, 345,600 square feet of office space would be expected to generate 580 AM peak hour, 625 PM peak hour, and 149 Saturday mid-day peak hour trips. The proposed 144 townhomes would generate 71 AM peak hour, 104 PM peak hour, and 84 Saturday mid-day peak hour trips. Accordingly, the proposed residential townhomes would generate significantly fewer peak hour trips than the approved commercial uses, specifically, 509 fewer AM peak hour trips, 521 fewer PM peak hour trips, and 65 fewer Saturday mid-day peak hour trips. Any impact to the surrounding road network would be significantly less for the townhomes, compared to an equivalent-sized office use.

Parking

The number of parking spaces planned for the proposed townhomes was compared to the number of spaces planned with the equivalent of 345,600 square feet of office space. Per the approved concept development plans for Sections F-5 and F-6, 2,437 parking spaces would be provided for the commercial office and retail uses. Compared with the 615,282 square feet approved for commercial uses, the parking ratio would be approximately 3.96 parking spaces for every 1,000 square feet. For 345,600 square feet of office space, this would translate to 1,369 parking spaces.

The proposed program will include two (2) garage parking spaces per townhome. Therefore, a total of 288 vehicle parking spaces will be provided. According to City of Rockville parking requirements listed in the Zoning Ordinance, 1.5 vehicle parking spaces are required for each townhome with 1 or 2 bedrooms; two (2) vehicle parking spaces are required for each townhome with 3 or more bedrooms. Based on this requirement and assuming each townhome has at least 3 bedrooms, 288 parking spaces would be required for the 144 townhomes. The proposed number of garage parking spaces, 288, meets the parking requirement. On-street parking will also be provided within the community, as well as provided on the adjacent streets.

Comparing the equivalent amount of office space to the proposed 144 townhomes, approximately 1,100 ± fewer parking spaces would be built with the townhomes, depending on the number of on-street parking spaces throughout the site.

Summary

The purpose of this memorandum was to perform a comparison of trip generation estimates between the approved and proposed development programs for Irvington Centre. The analysis shows that the proposed program of 144 townhomes would result in 509 fewer AM peak hour trips, 521 fewer PM peak hour trips, 65 fewer Saturday mid-day peak hour trips, and approximately 1,100 fewer parking spaces compared to an equivalently-sized program of 345,600 square feet of office. Sufficient parking would be provided for the residential units, in accordance with parking requirements. It is concluded from these results that the proposed program would result in less traffic impact overall compared with the approved program.

Questions regarding this document should be directed to Wells + Associates.

CC: Howard Katz
Michael Harris Development

Barbara Sears, Esq.
Linowes & Blocher, LLP

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Table 1
Irvington Centre
Site Trip Generation Summary

Land Use	Amount	Units	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
<u>Approved Program</u>											
General Office (1)	345,600	Square Feet	505	75	580	106	519	625	80	69	149
<u>Proposed Program</u>											
Townhouses (2)	144	Dwelling Units	12	59	71	70	34	104	45	39	84
Net New Trips			-493	-16	-509	-36	-485	-521	-35	-30	-65

Notes:

1. Based on LATR and TPAR Guidelines, January 2013 by M-NCPPC. Saturday trip generation based on Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition rates and/or equations for Land Use Code 710 (General Office).

2. Based on LATR and TPAR Guidelines, January 2013 by M-NCPPC. Saturday trip generation based on Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition rates and/or equations for Land Use Code 230 (Residential Condominium/Townhouse).